

# The Cleco

Experimental Aircraft Association • Chapter 393 • Concord, CA

Mail to: EAA Chapter 393

P.O. Box 2269

Walnut Creek, CA

94595

FEBRUARY 1992

## CHAPTER MEETING

February 26, 1992 The 4th Wednesday of every month @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. Bring Chairs.

Badges. Badges. Badges. **Badges.**

## Badges. Badges

# Badges

### YOUR 1992 BIG SHOTS

PRESIDENT	Glenn Werner 676-8786
VICE PRESIDENT	Jim Lewis 283-7047
SEC/TREASURER	Callie Joyner 680-6820
NEWSLETTER EDITOR	Will Price 254-2267

### PROGRAM

Hey there!!! Your new vice-president, Jim Lewis *came through*. He called Neico Aviation and identified himself as a member of the Board of EAA Chapter 393. That really blew them away--the *first-string* calling. As Jim related it to me, they said something like: "Mr. Lewis, *sir*, if there is anything we can do for you in promoting your organization, simply say so. We are indeed honored to be dealing with so distinguished an individual as you." (That's what you told me, wasn't it Jim?)

Anyway, Don Getz will fly the Lancair IV down for our meeting and will serve as our guest speaker, *weather permitting*. (I wonder if the fact that Vern Boltz is presently building one here and has who-knows-how-many other kits on order had anything to do with it.) Needless to say, the IV will be on display. Wow!! This should be a far-out meeting--don't miss it. Say Jim, with all your clout, how about getting them to donate the IV to our raffle?

The IV will be near the tower from 3:00 PM on. A demo ride for three is \$150 (applies to purchase if you buy one). If you intend to go for it, contact Vern Boltz (254-9293) so that he can schedule you.

### PRESIDENT'S MESSAGE

The reverse side of this page is devoted to the President's message. In it, Glenn sets forth some thought-provoking notions; he really makes sense. Read it and think.

### ABOUT BADGES

In the two years I was a member of the club I never bothered with a badge. Now that I am on the Board, it looks like I better get one. Please, don't be like me and wait until something drastic happens (like being elected to office) to get your badge. Let's have a "badge drive" and try to achieve 100% in people wearing badges. It would be a big help for visitors, new members, and people like me whose memory is fading (as they say, the second ability to go with age).

### EDITOR'S CORRECTION

I must offer my sincerest apology to Don Best for misquoting him in last month's Cleco. Remember that I described his fish story of netting a 65 pound ling cod that was after the fish on his hook? Well, that ain't the way it happened (I fear that I have left him open to broad ridicule). His *true* (heh, heh) story is that he was reeling in an 8 pound snapper. A larger ling cod had apparently seen the excitement and grabbed the snapper (had half of it in his mouth). A second ling was circling waiting for a piece of the action. The 65 pounder was the *third* ling looking to get in on the fun. Don, who was commercial fishing at the time, scooped up *all four* with the huge net they use on commercial boats.

**Oooooo**okay Don, I realize it gets cold out there but you shouldn't be drinking *that* much. Tsk, tsk, you *really did* appear perfectly normal when I was talking to you.

### CALLIE TO C.R.A.M.P.

With the underwhelming number of volunteers for the 393 representative to C.R.A.M.P. (a grand total of 1), your fearless leader Glenn has appointed that volunteer--Callie Joyner. Congratulations (or should it be condolences), Callie. In all seriousness, Callie should *really* be commended. Hers will be an important and time-consuming task. It is critical to our interests that our needs be placed high on the C.R.A.M.P. agenda. **THANKS Callie**. If anyone else is interested in assisting, Glenn suggests that we could certainly use an alternate. Perhaps we could even have more than one C.R.A.M.P. representative. *Volunteers???*

## React or Respond

Glenn Werner

When I heard about the reaction of the American worker after being called unproductive and lazy by a Japanese politician, I realized again that there are several ways to motivate people. In this case, calling the American lazy, caused some to react angrily, but positively in self defense. "...Oh Yeah? Well, watch this...!" and they got busy and did their jobs better than ever. We know this type of motivation works, but the results are temporary, and are less dramatic the second time around. This is a **reaction**. It takes intelligence and planning to motivate an individual to respond positively without a negative to initiate action.

Many American businesses have instituted image building programs for their employees, which by definition, are designed to build the person's image of himself and his standing in the company. By saying to the employee, "You're more than a punch press operator, you're a quality control inspector and a valued idea man" you get an individual with a passion for doing his job right and suggestions on how we can do it better. This is a **response**.

What does this have to do with airplanes? Ever since I've first started going to EAA meetings, or just started hanging around airports, I've noticed there has always been a conflict between we the fliers and they the FAA, or they the non-flying public, or they the noise abatement people. The way we approach this conflict was usually head on with plenty of reaction on both sides. It is similar to those old businesses of yesteryear where the employees were regarded as an enemy rather than an ally.

I've learned one or two things about negotiations, and there is a technique called the "one, two, punch." You use the one, two, punch on an individual you would like to bring around to your way of thinking.

**One** You compliment him/her on his/her ability to do a good job.

**Two** You point out an example of how his/her work is exceptional.

**Punch** You point out to him/her how your plan, if carried out, will be mutually beneficial.

The one, two, punch method, modified to fit the situation usually works, but it takes time, research and thought to pull it off. The obvious can be condescending and offensive. You need to be subtle and it needs to be consistent.

Our every encounter with someone who is trying to close our airport or silence an airplane or ramp-check your airplane is an opportunity to turn a negative reaction into a positive response.

One, Two, Punch

Just trying to help.

## FROM YOUR EDITOR

Last meeting, as you recall, we had an open forum to discuss the direction our Club should take per the President's letter. Well over half of the membership chose to leave at the break and not participate. I find that a real disappointment. Come on people, this is **your** EAA chapter; it's a fine chapter but it would be even better with active participation by everyone. Those that stayed were really appreciated. Lyle Powell, Rich Powell, and Harry Heckman spoke eloquently of the reasons for not tampering with our club as it currently exists. Both Rich and Lyle emphasized that we must keep in perspective lessons of the past (very wise advise). Certainly, the wisdom of the past helps prevent us from repeating mistakes already made. (Like they say: "Ya don't learn nothin new the second time yer kicked by a jackass.)

On the other hand, most of us tend to resist change. Often, when something other than the status quo is suggested we polarize and stick our feet in concrete. Instead, we should step back and *objectively* examine each detail of the suggestion. We should keep an open mind to everything.

It was apparent that Glenn's letter struck a negative chord with much of our membership. However, his letter told me a lot about Glenn Werner: about his love for aviation; about his deep concern for the bleak outlook for sport aviation; and, perhaps as much as anything, about his distress that his son will not be able to enjoy the freedom of sport aviation that he himself has found. He is indeed an evangelist in this respect--my hat is off to him.

My feelings in that respect appear to be echoed by Robert Mackey, one of the EAA, Oshkosh officials. (You may or may not know that we regularly send a copy of our newsletter to headquarters at Oshkosh.) Glenn received letter from Mackey praising his stand.

One might interpret from Glenn's letter that in his attempt to help preserve sport aviation, he wishes to dismantle that which we have as a club and start over again. Quite to the contrary: he reveres that which we have. With that in mind, let's give an objective consideration to some of his thoughts. Remember, we need **not** throw out that which we have in order to move into other areas.

First, let's consider promoting our organization (EAA) and that for which it stands. For instance, refer to the article *KIDS + CHAPTERS = AVIATION ACTION* in the January Issue of Sport Aviation. It describes what some chapters are doing in promoting aviation with the young. Are such activities beyond the "charge" of EAA? Hardly, the following was extracted from Tom Poberezny's editorial in the November issue of Sport Aviation.

The youth of today...tomorrow's generation...is a top priority for EAA and the Foundation. We are working on a variety of new programs that will need your assistance and participation so that today's kids can become tomorrow's aviators. There will be hard work and time commitments needed, but the results will be self-satisfying and fun. If we don't do it, there will be no future for aviation.

Recently, I received a letter from an EAA member who is taking initiatives on his own to promote EAA and aviation. He has provided SPORT AVIATION subscriptions for the waiting areas of his doctor, dentist and barbershop as well as two local hospital waiting rooms.

Each month SPORT AVIATION's story reaches hundreds of people in his community. This is an excellent idea. I encourage other EAAers and Chapter to do the same....

We are not going to build aviation by letting "the other guy do it." EAA will continue to develop programs to promote and create opportunities to get involved. It will be up to you, as a member, to take these programs and put them into action....

At our forum Lyle remarked about his own personal effort in giving talks to school groups. Rich spoke of similar efforts by the Club in the past. Several meetings ago I commented about the possibility of speaking to a design class at De Lasalle high school. I hope that we can engage in more such activities and that some degree of organization support and direction can come from the Club. Most of all, I hope that more of you will actively participate. Come on, let's be active participants and not simply passive observers!!!

The second area that Glenn addressed was that of becoming active politically (via his suggested Freedom Committee). If any suggestion is going to raise hackles, that's it. But wait a minute, don't close your mind at the mere utterance of the word *politics*. Glenn is not suggesting that we become a political organization nor is he even suggesting that a primary focus of our organization be politics. He is merely acquiescing to the fact of life that political decisions are strongly influenced by pressure groups. If we want our needs and interests given fair consideration, we need to be involved. Perhaps this involvement might be as little as supporting the efforts of C.R.A.M.P. and conveying our thoughts through our designated representative to that organization (as suggested by Lyle). Perhaps it might go a step further and, for instance, include inviting candidates for elected positions (e.g. county board of supervisors) to one of our meetings and allowing them tell us where they stand on airport and aviation issues. Perhaps there are other "periphery" political areas in which we can be involved that would be effective and rewarding to all of us. If there are, we will find them only by being open minded.

Having said my piece, I will close this little soap-box editorial with the following which was extracted from an article by Rick Radin in the Contra Costa Times, January 23, 1992

Creativity guru Charles "Chic" Thompson has made a poster of 10 "killer phrases" that he says block new ideas and stifle innovation in business.

Thompson, the author of a new book titled "What a Great Idea! Key Steps Creative People Take" said he designed the poster as a reminder to managers to avoid using brushoff remarks like "Yes, but," "We tried that before," "That's irrelevant," and "Don't Rock the Boat" to defend their turf from subordinates with new ideas.

Thompson says "Although 'killer phrases' do perform some useful functions--*preventing precipitous, mindless change and protecting us from potential danger*, they also *squelch good ideas, retard progress and inhibit innovation.*" (Italics are mine. WP.)

The basic message I see here is "keep an open mind."

## THE SCORECARD: WILL 1, LARRY 0

For me, last month's Cleco was a roaring success--no, not because I think the issue was so great but because of poor old gullible Larry Laughlin. (Remember him? He's the decea..., I mean, retired newsletter editor.) You see, I only mailed him the last page: the one with advertising cards on one side and the cartoon on the other. When he complained, I denied any knowledge and suggested that the copying service must have messed up doing the stapling thus allowing the inside pages to fall out. Get this: he *actually believed me!* Hot dawg; maybe I can get him to paint my fence ala Tom Sawyer.

## PERSONAL PROFILE--HARRY HECKMAN



The subject of this month's *Personal Profile* column is Harry Heckman. He is that unassuming guy who describes for us his snail's pace progress on his Lancair 235. But let me tell you; he has enough smarts for several of us ordinary guys put together (my words, not his). This in spite of the fact that he is a native of Southern California--amazing. Not simply Southern California, but Disney!..., oops, I mean Anaheim. He even graduated from Anaheim Union High School in 1941. Of course, you know what happened to kids in that age bracket during the early 40s. That's right; after a spell at Fullerton Junior College it was "yes sergeant, no sergeant...". But the Army, in its infinite wisdom, recognized real genius and sent him off to study engineering at Oregon State College so that his skills could be fully utilized in his service to his Country. It only took Harry two semesters to master sufficient theoretical skills to become qualified as a grunt in the combat engineers. (That's where I spent my time. The most complicated thing I ever saw a combat engineer do was help put together a Bailey bridge--kind of like a gigantic tinker toy.) Harry spent his time in Europe and then the Philippines and was mustered out in 1946--fortunately, with his complete issue of bodily parts.

The stage was set back in high school for his eventual profession when he read an article in Scientific American about research being done in cosmic radiation. (Now Harry, why in hell didn't you tell the army you were interested in nuclear physics and not at all in Bailey bridges?)

Like many of us, Harry took advantage of the GI Bill and enrolled at UC Berkeley. In 1952 he earned his PhD in physics. The title of his thesis was *Large Angle Scattering of Pi-mesons*. (Say Harry, weren't the Pi-mesons the super-intelligent beings from the planet Angoraklein on the twenty-first episode of Star Trek?)

Graduating from UC marked the start of his professional career as a particle physicist at Lawrence Berkeley Labs. Guys with titles like that work with machines called *cyclotrons*, *bevatrons*, and *linear accelerators*. Basically, what they do is make little things go *real* fast so they can smash them into stuff and bust hell out of everything. Harry, Harry!!! I hope that's not your thought in building your little Lancair.

When I asked Harry to describe his biggest professional thrill he didn't have to think for long. One of several related to his key efforts in adapting the bevatron to accelerate heavy particles. He explained to me that particle accelerators accelerate atomic particles up to speeds near the speed of light before crashing them into a target. Early machines used relatively light particles like hydrogen. His work involved adapting the bevatron to accelerate nitrogen, many times heavier than hydrogen.

The first successful test was immediately followed by great celebration of the lab staff. When all the excitement died down and everyone had left, the machine operator said "It's all yours Harry." (*Nobody* ever gets impromptu time on machines like that.) As he walked around the machine, he realized that he was about to observe phenomenon that no one had ever seen before. What a thrill.

Harry is justifiably proud of the fact that in 1978 he received a Von Humbolt award to pursue independent research for one year at the University of Frankfurt. This is a very prestigious award sponsored by the German government to reward accomplished American scientists.

Harry's wife Kate is a delightful lady who always has something nice to say when I call. She is also a UC graduate (they met at UC--where else?). Until time came to raise a family, she taught grammar school in Antioch and Piedmont. Her current avocation revolves around the botanical garden at UC where she does volunteer work. Her abilities are reflected in the landscaping at their Berkeley hills home where they have lived since 1958.

They have a son and a daughter; Harry says they are about 36 and 30 years of age but he doesn't remember exactly. Their ages change so damned fast he simply cannot keep track.

If you think Harry is all business and no pleasure, think again. When he was going to college he played clarinet and alto sax in dance bands. To this day, his favorite musical sound is that of the big dance band. He used to enjoy tennis but never played enough to really get good. In fact, tennis was an activity that he and Kate had in common except that he never played the game with her very often. After direct and forceful interrogation, he finally admitted that she would beat hell out of him and showed no mercy.

Regarding his airplane, Harry keeps grinding away. I enjoy giving him a hard time about his physics training showing up in building his airplane. He simply *must* know the how, when, where, and why of every little detail. Me, the plans say stick this to that and I do it. (Talk about beautiful work--if you get the opportunity, look at what he

has done.) To most of us, the goal at the end of the journey is our reward. I think that to Harry, *each step of the journey is his reward.*

During our open forum last month Harry commented about attending his first EAA meeting several years ago. After listening to the introductions and talking to members during the break, he knew he wanted to belong. He told us that he knew then and there that he wanted to be a part of the extraordinary collection of people he had just met. Harry, when it comes to the extraordinary, you fit right in with the group.

### THE GOOD, THE BAD, AND THE UGLY

Let's keep those comments coming. This is **your** organization and **your** newsletter so it is up to you to make both of them better. Come on now--**get with it!** In fact, put down this newsletter *right now* and give me a call; leave your tip on my answering machine if I am not at home. (I think the tape will hold in the order of 15 minutes.)

From Pete Wiebens, we have a recommendation for engraving services. He had numerous name-plates and his aircraft identification plate done by Descriptive Signage and was delighted with the results. Pete says that they do beautiful deep engraving of soft metals and plastics and do an excellent job of scratch engraving on stainless steel. Best of all, the owner (George) is a pleasant guy to deal with and his prices are reasonable.

Descriptive Signage  
1130 Burnett Ave.  
Concord  
682-0507

From Larry Laughlin we have an observation about his dealings with the FAA. (I believe "not very positive" would be a safe remark to make.) You will find it under *Larry's Column.*

### EDITOR'S REMARKS ABOUT HUMOR

If you didn't know before the first two issues of the Cleco, you certainly must know now that I enjoy looking at the lighter side of life. Thus you can look forward (with baited breath or dismay, as the case may be) for two years of my humor (???) and poking fun at circumstance, each of you, and even me. Yes, even me. In fact, I was the butt of my favorite "put-down." Several years ago, I cracked my wrist while skiing and had it in a cast for a while. Shortly after the cast was removed I was talking with a microbiologist friend of mine. This guy is a real straight-laced, dead-panned individual. Following is our dialogue.

*Biologist:* My gosh, Will, you didn't have that cast on very long.

*WP:* No, I heal fast!

*Biologist:* Oh yes, most lower forms of life do.

A good chuckle makes any day better. So if I ever make a humorous or needling remark about you that you find distressing, please accept my apology in advance. Keep in mind that only people whom I like and respect do I give a hard time--especially Lyle.

### ADVERTISING IN THE CLECO

I just reread *Advertising in the Cleco* from *Larry's Column* in the January issue of the Cleco. Hey! We need more business card advertising (more money). So if you're a business person, let's get your card into the newsletter (and your \$35 into the Club treasury). Come on now, only \$35 per year for all that exposure--that's less than \$3 per issue. With over 150 copies per mailing, that's less than 2 cents per person reached. (Hey, that's expensive advertising--oh, oh, ignore that last observation.) Think of all the people that will swarm to your product or for your services. I am sure that the reason Rich is setting up branches of Hilltop Optical in San Francisco, Los Angeles, Chicago, New York City, and Atlanta is the direct result of his advertising in the Cleco. (Did I get those right, Rich?) You too can see the same kind of results. Putting my money where my mouth is, I'm paying the \$35 to include my wife's real estate card. Let's get with it.

On the other side, let's also get with it and patronize our advertisers. Where in hell do you expect Larry to get all that used carpet for our hangers and workshops if we don't buy some new stuff from him? (Besides, a new wife--and now a  $\Omega$ BABY $\Omega$ --are expensive.) And God knows, my wife better sell some real estate to help support my total loss of control in this absurd airplane adventure of mine. (What sane person would ever want to spend all that money on a  $\infty$ Lancair $\infty$ ?)

So before you read any further, I want you to turn to the last page and check each business card. As you do, ask yourself the question: "How can I use this service?" No cheating--turn to the last page immediately (I have included the following marker so you will know where to return when you resume reading.)

» » » RESUME HERE « « «

Come on now, skipping to here immediately is cheating--go back and read those business cards!

### DO WE HAVE A MATHEMATICIAN IN THE CROWD?

As long as I brought up my airplane building excesses (in the preceding), here is something (relating to my own experience) for any math experts in the crowd to decipher:

*My  $\sqrt{\quad}$  approach to building my  $\pi$  in the sky has resulted in an  $\infty$  money sink. The  $\Sigma$  costs is far  $>$  than I had ever anticipated. Basically, I am much beyond the  $\cap$  of cost and ability to pay. However, the airplane is a  $\beta$  place to put the \$ than some other of my investments.*

Okay guys, whoever deciphers this gets to enjoy the first hammerhead stall with me in my new airplane. (I've done it in a sailplane, but never a powered aircraft so it should be fun--famous last words.)

### PICTURE BULLETIN BOARD

Someone at the last meeting came up with a great idea. (Hey, I thought I was the only one with great ideas.) That is, let's have a corkboard in the meeting room to use as a "picture" bulletin board. It's purpose would be for each of



us to display photos of our projects--you know--the ones that we take to maintain a construction history. It would not be anything formal, just an informal little display for each meeting. (Take your pictures home afterward if you like.) Callie *insists* (based on her experience in trying to get photos for our display) that it will **not** work--people will not respond. So come on, darn it, *let's prove her wrong*.

Seems to me that I remember from the open forum of the last meeting, the repeated sentiment: "*I like Chapter 393 because of the exchange of ideas and builder camaraderie*." Well, pictures are right in line. So get with it and deliver; now is the time to **put up** or **shut up**.

### NOW FOR A PARADOX

Here is an interesting piece of information regarding an interpretation of the FAA regulations. While building our aircraft, we can do whatever task is necessary to complete it. When the aircraft is completed and awarded the temporary airworthiness certificate, we can fly it. *Upon flying off the required test hours*, we can obtain a repairman's certificate and then can do all our maintenance and repair. But what about maintenance, modifications, and/or repairs during the fly-off? Since we do not yet have the repairman's certificate, we cannot do it unless under the supervision of a certified mechanic. Thus we have a "dead time" during which we cannot work on our airplane. Quite a paradox, isn't it? My comment to an FAA representative was "ludicrous"--he agreed.

### DEADLINE--HELP, HELPIII

Please help!! The topsoil of my brain is pretty thin for coming up with good (??) stuff to read. If you would like to write something for the Cleco (or even if you wouldn't), please do. In fact, the minute you put this newsletter down, sit down and write. (I will publish almost any drivel.) About writing, one of my favorite quotes was made by an accomplished writer who, when asked if he found writing difficult responded with: "No, not really. In fact, writing is easy; I just sit down and write whatever occurs to me. The *writing* is easy; it's the *occurring* that's tough." -- Amen.

In any case, send whatever you have at least 10 days prior to the next general meeting, and I'll be happy to get it out to our entire readership. *Come on now*, do your part to help a poor, tired old writer. (Oh boy, only 22 more issues of the Cleco until someone else is railro-- I mean, receives the honor of this coveted position.)

### RAISING OUR CLUB STANDARDS

It took a lot of thinking to come to the realization of what is wrong with our club. Last week (in the shower where I get most of my great inspirations) it came to me that we ain't got no culture. We need some real bonafide culture in our organization. To rectify this serious shortcoming, I went out and did some research. I'll bet few (if any) of you realize that William Shakespeare was a true prophet when he selected names for his plays. I am certain that even the most astute Shakespearean buffs in our Club do not realize that he had homebuilts in mind in selecting the names. For instance, following is a partial list of his plays (in alphabetic order).

1. A Midsummer Night's Dream
2. All's Well That Ends Well
3. As You Like It
4. Love's Labour's Lost
5. Measure for Measure
6. Much Ado About Nothing
7. The Comedy of Errors
8. The Taming of the Shrew

Below is a list of airplanes (from our membership list); they are also in alphabetic order. The culture lesson (and quiz) for this month is for you to match the airplane to the Shakespearean play title. In doing this, try to see the challenge through the eyes of William Shakespeare who lived from 1564 to 1616; try to imagine what he was thinking. Look for Shakespeare's genuine answers (the result of my extensive research of his original manuscripts) in next month's Cleco.

- A. BD-4
- B. Eze
- C. Glasair
- D. Lancair
- E. Mustang II
- F. Q-200
- G. RV-4
- H. Wheeler



## GLASAIR, NOT GLASSAIR

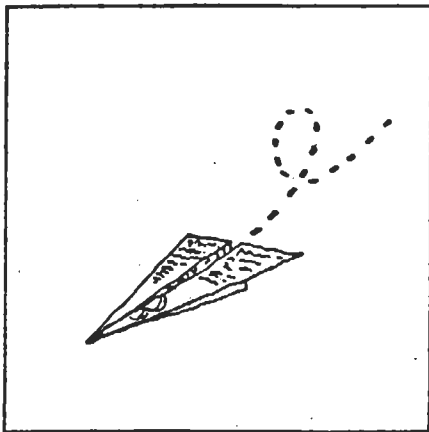
Oh boy, did I ever get it for my reference to the Glassair in the last issue! The airplane is *Glair*, not *Glassair*. To the Glassair owner who velcroed my tires to the hanger floor, I am sorry. Will someone administer a twenty lashes with a wet noodle to the editor?

## ABOUT LUSCOMBES

We have a Luscombe owner (whom I shall not identify) who is always chiding us Glasair and Lancair owners. Specifically, his favorite observation pertains to meeting us at the Nut Tree for lunch. In spite of our high speed, he will arrive 5 minutes after us and burn one third the fuel. Quite honestly, I am very distressed at his narrow consideration of aircraft capabilities and his blatant insinuations about the merits of our resplendent works of art. I suggest that we meet with him (on neutral ground) and attempt to reach an understanding. It seems to me that we **must** act on this matter lest our Club be torn with dissension as a consequence of these emotionally charged accusations. It is my recommendation that we all depart Concord early one morning and fly to Denver for a conciliatory luncheon meeting. If this meets with the approval of the G & L owners and with the herein unidentified Luscombe owner, I will make arrangements for a meeting room in Denver.

## UPCOMING FROM LYLE POWELL

I consider our Club fortunate indeed to have as a club member someone with Lyle's ability and willingness to help others. (No, no!! I'm not talking about Joe Bltznk; I'm talking about Lyle himself.) He recently submitted a paper to the Glasair newsletter discussing departure/approach accidents and how an angle-of-attack indicator can be used to reduce their likelihood. He has been kind enough to submit it for our newsletter. Unfortunately, I did not get it entered into my computer in time for this month's issue so you can look forward to it next month. I think his is an important message; you should find it most interesting.



Using his university degree, Lyle has excelled in paper airplane toss events.

## Larry's column

You know, in business & politics there is an old saying, "never replace yourself with someone better qualified.." Now I know where that thought came from. As Chapter 393's newsletter editor, I was often out-gunned by quick wit and talented writers, but I had little warning about Will Price! I was really looking for a guy that couldn't spell, had an old typewriter, and maybe spent most of his time working on an airplane or something. (Oh well, 1 out of 3 ain't bad).

I guess we got lucky when Will said, "..well, I dunno bout be'en the editor.." - and I interpreted his response as really saying, "Oh yes, I would love to do it, may I please?"

And in the "you made my day" category, I'm glad I'm not the only one who sometimes puts a "you" when the word is suppose to be a "your".



Aside from telling you what you already know (re: Will), I thought I would share this FAA story with you. Unfortunately, this is not one of the positive FAA stories, but rather one that Vickie and I found extremely frustrating. May you find it "educational."

From the first day I met Vickie, she was studying to be a Certified Flight Instructor, a very ambitious goal (especially for a Blonde). She had already passed her FAA Written Exam, (that was before I made a pass at her) and in order to comply with the FAA guidelines, she had to take her FAA Oral & Flight Exam with-in 24 months of the Written. Naturally, when Vickie met me, everything else in her life became secondary (for about a week anyway--*Editors remark: Come now Larry, maybe two days at the most.*). Around the last 6 months of 1991, Vickie started hitting the books and working out with instructors again to prepare for the FAA check ride. It's hard to describe what its like living with someone so dedicated to studying the FARs all the time. She was ready! She called the FAA and set the date for the Oral & Flight Exam - Jan 15th, 1992. This was the last month, 24th since passing her Written Exam, but she was ready. She got all of her log books in order, all of the equipment ready, (in duplicate in some cases) and totally prepared mentally! As the final days approached, we noticed that the Bay Area fog problem was unpredictable, so Vickie and I decided to ferry the Cessna 172RG from Hayward to Oakland the evening before the check-ride. The FAA said that she had to be there, at the Oakland FAA Exam building at 8am the next morning, with an airplane. We decided to stay there at the Park Plaza Hotel (never again, but that's another story) so that we would be right there and ready first thing, the morning of the exam. At 7:50am, I dropped one very nervous, 2 1/2 month pregnant woman off at the Oakland FAA Exam Office and wished her the best of luck on this grueling, all day long FAA Exam. Thirty minutes later, barely seated in my office, Vickie was on the phone to me in tears, "...the Exam is over..my new married name on my driver's license doesn't match my commercial pilot's certificate.. he won't continue until he has proof of who I am.." I couldn't believe what I was hearing. Here was a person that was totally dedicated, highly prepared and ready to take what is considered to be one of the most difficult FAA Exams

there is and this FAA Pee-Brain, this Aviation Drop-Out doesn't believe she is who she says she is? The FAA Pee-Brain told her, "... there has been at least one occurrence of a person taking the Exam in place of another..." - Oh, come on! Vickie was clearly assumed guilty until proven innocent. Vickie didn't just roll over and give up either - she produced a ton of additional I.D. (Check Book, Credit Cards, log books, even her old driver's license)! "...Sorry, we'll have to re-schedule until I can see your *MARRIAGE CERTIFICATE?*" Vickie and I both offered to FAX a copy to the Oakland office with-in 5 minutes; "...Sorry..." I offered to drive it down there with-in 25 minutes; "...Sorry...". What the Hell else was this jerk going to do all day anyway? Ramp Checks? PaperWork? Well, after struggling with the office supervisor and anyone that would listen, it became apparent we were dead in the water. The Exam was indeed over and we would have to re-schedule it. We were out around \$400.00+ for the day's effort. And what did this jerk examiner do with the rest of his day? I'm afraid that will remain a bureaucratic mystery.

We were lucky to be able to set another exam date two weeks later. By the way, the Oral Exam only took a couple of hours with another examiner and she passed. The second examiner did find it strange that Vickie immediately presented her Marriage Certificate as additional I.D. After hearing the story, he said he would not have decided to hold up the original exam because her married name was different than her pilot's license! Clearly, all of the FAA personnel are deathly afraid to intercede or rule over one another. Therefore, they take the safest, most conservative approach so as not to jeopardize their government jobs - they care little about the money & preparation put forth by the examinee!

If you think the FAA is of a more kinder, more gentler organization today, think again. Much of the FAA is composed of Aviation Drop-outs and Pee-Brains like Vickie's first examiner. Who would have thought that in the FAA's eyes, you are guilty until you've proven yourself innocent! Unlike a lot of other government agencies, the FAA personnel are given a very wide range of "individual discretion" on almost every matter. I would have to say that where it comes to FAA Flight Exams, *Inconsistency is the standard in the Oakland Office!*

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*Editor's Comment:* Larry, in his justifiable anger, comes across pretty strong. Note that he does *not* make a sweeping indictment of *all* FAA representatives. I know that he has had experiences similar to mine in which an FAA person has been both cooperative and helpful. It's a real shame that a few rotten apples can leave such a bad taste for the FAA in general. Don't forget the "good guys" Larry. W.P.

Larry's Column *Finis*

## PLAGIARISMS

I just received some newsletters from other chapters and *I could hardly believe my eyes.* I'm not the only one with good ideas; my gosh, what a shock. So without giving credit, here are some of the items I came across.

## Thoughts to Ponder

It's better to be on the ground wishing you were in the air, than in the air wishing you were on the ground.

The laws of aerodynamics are unforgiving and the ground is hard.

Keep your brain a couple of steps ahead of the airplane.

A superior pilot uses superior judgement to avoid those situations which require the use of superior skill.

## Awards

Here's an idea for special recognition. Present an award to the first person to fly his/her homebuilt for more hours than he/she put into building it. With 5,000 hours building my Lancair, I'm not too enthusiastic about that one.

## The Ten Commandments (Revised)

1. Thou shalt abstain from the intersection takeoff, for verily the runway behind thee and the altitude above thee cometh not to thine aid when thou neededst them.
2. Thou shalt not linger on active runways, lest thou become like unto ground sirloin.
3. Ingoreth not thy checklists, for many are the switches, handles, gauges, and other demons awaiting to take cruel vengeance upon thee.
4. Thou shalt cast thine eyes to thy right and also to thy left as thou passeth through the firmament, lest thy fellow pilots bring flowers to thy family.
5. Buzzeth not, for this shall surely incur the wrath of thy neighbors, and the fury of the FAA shall be called down upon thy head.
6. Thou shalt be ever mindful of thy fuel, lest there be nothing in thy tank to sustain thee upon thine air, and thy days be made short.
7. Trust not thine eyes to lead thee through the cloud, lest the Archangel await thee therein.
8. Thou shalt not trespass into the thunderstorm lest the tempest rend thy wings from thy chariot and cast thee naked into the firmament.
9. Put not thy trust in weather prophets, for when the truth is not in them they shall not accompany thee among thy ancestors.
10. Oft shalt thou confirm thine airspeed on final, lest the earth riseth up and smite thee.

## Pilot/Controller Exchanges

*N666RG:* Las Vegas approach, Mooney Six Six Six Romeo Golf, Hoover Dam, landing McCarran.

*Approach:* Mooney Six Six Six Romeo Golf, Las Vegas approach, verify you have hotel.

*N666RG:* Six Romeo Golf, Uhhh... we're flying into McCarran,... Uhhh... we don't have hotel room yet.

*Approach:* Mooney Six Six Six Romeo Golf, Las Vegas approach, stand by. United Five, descend to flight level 220.

*United Five:* United Five is down to flight level 220. We don't have a hotel room either.



*Pilot:* Cessna One Two Bravo to McGuire Approach, requesting radar service to Wilmington.

*ATC:* Cessna One Two Bravo squak 4322 and ident. Is that Wilmington, Delaware or Wilmington, North Carolina?

*Pilot:* Delaware. I'd be afraid to go all the way to North Carolina. I've only had my license for two hours.

*ATC:* Cessna One Two Bravo, radar contact nine miles south-east of McGuire. You'll be lucky to have your license for two more hours if you don't get out of R-5001. It's hot today!

A pilot received a very complicated IFR clearance uttered at a machine-gun rate. His response to a repeat request came back even faster. Following is the rest of the exchange.

*Pilot (with his Southern accent):* Clearance Delivery, do y'all heah how fast Ah'm a tawkin'?

*ATC:* Affirmative, I do; why?

*Pilot:* That's jus about as fast as Ah kin wrout, too. Wuld y'all please rupeat the clearance one moah tahm?

### BUILDER SUPPORT GROUPS

For information about the Composite Builders Group, call Lyle Powell at 938-3217. To be placed on the mailing list for the CBG, send your name and address to Jordan Coonrad, PO Box 2878, Alameda, CA 94501 or call him at 769-9766. Lyle reports that this group represents the core of the EAA (at least those mostly interested in a very informal gathering of composite builders).

For information about the Metal Builders Group, aka: the RV Builders Group, contact Greg Triplett, 3557 Helen Drive, Pleasanton, CA 94588. Greg's phone number is 462-8633. God knows, anyone involved in building a metal airplane needs this kind of informal support group throughout the project.

### DISCOUNT ON VISION MICROSYSTEMS

Vern Bolz has an ongoing arrangement to purchase Vision Microsystems engine monitoring instruments at the show price of 15% off list. Note that he tells me there is a current backlog of two months. If you are interested in obtaining a system at this discount, you can call him at:

(510) 254-9293

### UNCLASSIFIED ADVERTISING

These cost nothing and will be run for 3 issues, maybe. Drop me a note with the words you want published here, and I'll see to it that it gets in the newsletter. Please note that this space is an area reserved for sharing items to sell or trade in our group. It is **not** intended to be used for commercial advertising.

**FOR SALE - LIGHT PLANE HYDRAULIC PRESSURE SCALES - A REAL BARGAIN**  
\$300.00 or best offer. Contact any #393 Officer for more information.

### FOR RENT

Two spaces in a large hanger (F3, East Ramp, Buchanan). Prefer low wing aircraft (to avoid moving other aircraft for entry/exit). Contact Bob Graves at 939-6300 (office) or 939-6303 (home). 012292

The END



Those of you who do not know about Calvin and Hobbes are missing one of the real joys of life. Calvin, the terror of the strip, has a stuffed tiger. It is shown in the strip as a grubby looking thing when his parents or others are around. The Hobbes you see in this cartoon is the Hobbes of Calvin's imagination. The writer of the strip is a creative genius.



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